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INFORMATION REPORT

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COUNTRY Rumania

SUBJECT Caransebes Airfield

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THIS IS UNEVALUATED INFORMATION

1. The airfield is three km east of Caransebes. It is 3,100 by 2,000 m. On the north it is bordered by open fields and the third-class highway which connects Obreja and Dalcu/sig/. On the south it is bordered by the Dalcu-Gervesti-Caransebes road, and by the Sebes brook, almost parallel with the road. On the west side there are some ruinous farmhouses. On the east the field is bordered by the second class road Dalcu-Cislani.
2. The ground is quite hard, but lets rain water through readily as it has a gravel base. There is no special drainage, but as the area is a dry one, rain does not give much trouble. The prevailing winds are west-east, except in the fall, when there are north winds.
3. In Caransebes, west of the field, there are factories with chimneys 50 to 70 m high, and about 420 m from the field itself there is a high-tension line with tall towers.
4. The field now has: a one-story concrete guardhouse, 6 by 10 m; a new two-story barracks, 18 by 60 m; two two-story buildings, not quite complete, each 25 by 50 m, for offices, already partly occupied; five one-story barracks, each 10 by 20 m, used by the construction personnel at the field, and holding their tools and other material; four concrete hangars, each 35 by 85 m, with corrugated iron roofs, well camouflaged; a one-story assembly hall, 20 by 40 m. If there are radar and direction-finder stations, they have not been observed.

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Hungary

5. The field's munitions depot is in a growth of young trees, north of the field. It is concrete and underground. Even flying personnel are not allowed to visit it, and a special crew handles all munitions.
6. The fuel dump is also north of the field, one km west of the munitions magazine. This also is in a growth of young trees. It consists of six underground tanks, each of 20 cubic m capacity. There is an underground pipeline to the assembly hall, and it is prolonged to provide outlets in front of the hangars. There is a small oil storage tank next to the assembly hall.
7. A new and very modern radio station is included in the two new buildings under construction. It did not begin operation until February 1954, and in the meanwhile radio traffic was handled by a radio car, established near Dalei.
8. The runway, of concrete 20 cm thick, is 70 x 1,500 m, running in an east-west direction. In front of the hangars is an apron, with foundations 40 cm deep, covered with 15 cm of concrete. Along the runway are red lamps, and there is a big reflector on top of the north hangar. There are additional mobile reflectors on cars, usually at the east side of the field. Only the reflectors are used in night landings.
9. The field is now occupied by a fighter training school, with 70 to 75 air officers, and 360 to 380 air NCOs. The school is under combined management of the Soviet and Rumanian Air Forces.
10. It has eight to ten training machines, including some biplanes, six LI-2s, 24 MIGs, 22 YAKs of various types. The auto park includes 11 passenger cars, three 12-passenger buses, two radio cars, two ambulances, three tank trucks, four large trucks.
11. Training is carried on both at night and day. When the MIGs are flown they are rarely aloft for more than 15 to 20 minutes. The LI-2s are used by parachutists. There were parachute exercises on a considerable scale in the summer and fall of 1953.

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